## WHEELS IN COUNTRY LIFE.

LATEST PHASES OF THE BICYCLE BARTTIN CLUB AND VILLA AFFAIRS. Machines for Guests and Governouses at the Family Mesidences Gayettes Pre-pared for Pushers of the Pedals-A Four-in-hand Coach Chased by Cyclers, Not so very long ago, when a city man thought of the country, the pleasures he looked forward to when away from town were chiefly,

A horse, a sow, A field to plough, And flocks of little chickens in the garden.

None but a townsman, of course, would appland the idea of keeping poultry in the garden. In these days, could "nigger" minstrelsy come back again and try to revive the once favorite song, omething about the bicycle would have to be introduced. The charms of the wheel have outrivalled the attractions of poultry yard, stable, and amateur farming, for when city denizens now are yearning for "fresh fields and pastures new" it is with the m.ntal reservation that the roads must be good, for they all have the bicycle habit. Once they yearned for a chance to raise cabbages at a dollar a head, but now the wheel is the ruling rural passion. It is a hobby one can ride, lit erally speaking, and gain some benefits thereby

In many places the natives, farmers, me chanics, and storekeepers, with their "women folks," were the first to introduce the hobby. They rode low-grade wheelr and cared little for the niceties of bicycle costumes, but they rolled about the villages and made trips to neighboring towns with an ease that provoked alike the owners of the country houses and the summer guests at the hotel, who, in spite of their traps and fine horses, could not move with equal absence of care. This was five years or so ago. Now both the city and country born are pushing pedals. If there is rivalry left it is only apparent when the summer boarders and the villagers get into argu ments about the different machines and makers while waiting for the mails at the Pos Office, or when the city and country boys meet and begin scorching on the main street.

Of course the change has introduced many departures from the stereotyped methods of country existence. The owners of the country uses have not, as a rule, parted with any of their carriages or teams, but certainly they do not use them so much. A phrase of the increase in wheeling is that the children ride as often as the adults. which has brought a demand for governesses who include bieveling among their as omplishments. Usually the governess learns in company with the girls or boys at some city school, to be in readiness for the mid-summer rides down country lanes.

In the wealthy and conspicuously fashiona-

ble set who, after the Newport season, visit at a circuit of country houses, passing a week or two at each before taking up the winter life in town, the custom of keeping bleveles for the

two at each before taking up the winter life in town, the custom of keeping bicycles for the guests has been introduced. A bicycle, in such a rauld series of flitting, is sometimes a nuisance, and to obviate this the modern host maintains a room provided with different machines and a capable attendant for the accommodation of his house party.

Bicycling is in great vogue at Newport. On ceremonious occasions and the afternoon drive the avenues are still thronged with four-in-hands, victorias, high carts, and stately family coaches, but for morning calls, house-to-house runs after dinner for a chat, and, in a hundred ways, the bicycle is the more isoular factor in the social life. Best of all, besides its usefulness as a society adjunct, the bicycle has a host of devotees at Newport, who make wheeling the medium for long outing trips and a favorite recreation for its own sake. The same story may be told of every inland resort; at Lenox, Saratoga, Richfield Springs, and wherever there are summer villas and hotels, city filks are riding the whoel. It is so, too, at the seaside; demure Southampton, folly Far Rockaway, dashing Long Branch, lively Narragansett Pier, and far-away Bar Harbor, are dominated, in hotels and cottages, by the wheel. The hotels have been quick to appreciate the situation, and they now devote as much care to bleycle racks as they formerly did to horse sheds. Many of the hotels have been quick to appreciate the situation, and they now devote as much care to bleycle racks as they formerly did to horse sheds. Many of the hotels have up its entire basement foor to indoor bisycling, and to make wet afternoons pass more pleasantly mu ic rides were often arranged for he guests. At the summer hotels the oroprietors flis season are in some cases arranging parade of this point, and thay are affairs of each season at have more precessions to fashion, than the meets conducted by regular evele clubs, in which everyt ing is subordinated to century runs, the cyclometer, and the watch.

and the watch.

Another form of bicycle parade that is well established is smaller, and is usually arranged by the members of some country neighborhood as a sort of picale. In this turnout, usually an autumn affair, the wheels and riders are decked out to impersonate certain flowers Roice, golden rod, the field daisy, corn tussels, and all sorts of preity floral reproductions are seen in the line, and, to add a bit of humor, there are always some boys to bring up the end made ere always some boys to bring up the end made up as "some pumpkins," as they say, or decked out with turnips, carrôts, or such homely fruits of the carth. A very successful floral bleyde parade was one of the features of all afternoon entertainment for the benefit of a local charity at he Morris County Country Jub, at erristown, hast summer.

Another form of bleyde catertainment that is a tribute to its widespread popularity is that wheel races, under the novel conditions characteristic of that sort of sport, are now invoduced into the gymkalama games giventroduced into the gymkalama games diverged.

characteristic of that sort of sport, are now introduced into the gymkalama games given
by the country clubs in the New York. Boston, and Philadelphia groups. Polo ponies
and hunters, until a season or so ago, were
solely used in gymkhana sports. Now half
the events are ridden out on bleycles, and races
for wheelwomen are sometimes added. One
event of this sort, leid at the Sentember gymkhana meet at the Country Club of Westchester, had a lively moment. The starters
ways Miss Hatch, Miss Whittier, Miss Catherwood, the Misses Jane and Elenore Emmet,
and Mrs. E. C. La Montague, who made a
pretty group, in their neat skirts and mediah
hats, as they lined up for the start, But
alack! at the first turn all fell into a heap
but the two Miss Emmets, who finished before
the unlucky ones had been untangled, none
the worse for their tumble.

Naturally, at the country clubs the bicycle

preity group, in their neat skirts and modish hats, as they lined up for the start. But but the two Miss Emmes, who finished before the unlucky ones had been untangled, none in the control of the contr

sport may be witnessed each afternoon in the quaint Westchester town of Rve. Two amateur whips. William H. Callin and Gorge R. Read, have the 'Enterprise' road coach in commission there this season. At 5 o'clock precisely the handsome vehicle, drawn by four browns full of life and grace, sets out for a twenty-mile trip past picturesque places in the neighborhood. One of the owners, with trim gray suit and high hat, will be on the box seat, a load of gayly dressed passengers on hoard, and, as the couch starts, the gourd, who looks as though he had stepped out from a sporting print of fifty years ago, leags up behind and sounds a merry tune on the key burle. This is the signal to a little group of hicyolists, who have been waiting before the village drug store and watching the passengers mount to their seats. The coach is a great local institution, and those in the wineding parties, as a rule, are acquainted with all the passengers and the whip. The bloyclists, young people of both sexes, hurricely get in motion and chase after the coach. A few hundred yards away the road turns sharply up hill, past an ivy-clad church, and while the team is ingging in the collars on the ascent the cyclers have a chance to catch up. Thereafter for the twenty miles the wheeling party enjoy the outing as much as the whip and his friends. Meanwhile the four-horse teams are changed three or four times, and finish each stage, after good, honest work, quite willing to rest. The cyclers, on the contrary, last out the run with unruffled vigor and much enjoyment. to quote a song once popular with the minstrels:

WILLIAMSBRIDGE'S OLD HOUSES. Two that are Threatened with Destruction

Street improvements in Williamsbrige are likely soon to destroy the oldest and the most picturesque house in the place. These improvements were planned long before Williamsbridge became part of New York city, so that the reappropriately for the destruction of these two

Looking east from the White Plains road, along the northern sidewalk of Seventh street, Williamsbridge, one stares directly into the main doorway of the house locally known as Washington's headquarters. Whether there is aught save tradition to justify this name it is hard to guess. Certainly the old house might easily enough have been Washington's headeasily enough have been Washington's head-quarters at one time, for it must have been built long before he manœuvred with his army in that part of Westchester county. An old man appeared there a few years ago and looked over the old house with great interest. He said that he hiad been married there severity years before, and that some of his happiest days had been passed within the walls of the fast decaying the fact of the fact decaying the properties of the fact of the fact of the fact decaying the fact of t

he had been married there seventy years before, and that some of his happiest days had been passed within the walls of the fast decaying homestead.

The family now especially associated with the old house is that of the late 'Squire Husted, though the Cash family occupied it later, and it is now tenanted by five different families. In the days of 'Squire Husted the house was in good repair, and its ample grounds were well kept. All about it lay the Husted farm, cut up into acre, half-sere, and town-lot plots years ago, when a land company was organized to start the village of Wakefield. The farm then extended westward to the Bronx and eastward toward the Sound. The old White Plains road ran through it, and the grounds of the old house bordered that highway.

When Seventh street. Williamsbridge, was opened, the old house had failen into decay and had become a sort of rockery, with many tenants coming and going, but some influence saved it from destruction, and Seventh street at that point narrows so as to spare the house. When the street shall have all that belongs to it, more than half the main structure of the house will be swept away, and the sidewalk will run close to the door of the old Dutch kitchen at the rear.

The main house is of wood, with shingled sides, a great doorway, an ample entrance hall running clear through, an ornamental stairway, large rooms, and great fireplaces with old-fashioned mantels. The old kitchen is genninely picturesque. It is a low structure of stone with an overhanging Dutch roof and within a broad fireplace, where whole cord-siticks were once burned. At the rear is a neglected garden with an overhanging Dutch roof and within a broad fireplace, where whole cord-siticks were once burned. At the rear is a neglected garden with an overhanging Dutch roof and charming and at the same time in excellent reair, is the Roedinger cottage by the Bronx side, threatened with destruction for several years by the projected extension of Newell avenue. Juliana street passes close to the souther

vindmill.
Years ago the back garden of the cottage, Years ago the back garden of the cottage, slowing to the Bronz, was a pleasure ground open to the public on the payment of a fee, and so much does the place seem the ideal spot for a suburban ouring that the occupants of the cottages are kept busy explaining that their place is really not the Laguerre's, made famous by Hopkinson Smith.

BIG PRIZES FOR SCULLERS. Well-known Men Entered for the Aquatic

The largest aquatic carnival of the year is to be held at Halifax on July 28, 29, 30, and 31. For some time past Haligonians have been working up this outdoor fête, and besides the water events a land programme that will include bleyele parades and races, horse races, and field sports has been arrayged. All the British war ships in the harbor are to be brilliantly illuminated each evening. In the boat races all the old-time champion scullers have entered, including Hanlan, Gaudaur, Plaisted, Ten Eyck, Hosmer, McKay, Bubear, Hard-ing, Stansbury, and Sullivan. This is the pro-gramme for the water events:

FIRST DAY.

Man-of-war Cutter Race. Open to Navy Only—
First prize, \$20; second prize, \$10.
Labrador Whaier Race—First prize, \$20; second prize, \$5.
Amateur Four-oared Race—To be rowed in lapstriak or working boats not outrigged over nine inches; open to crews of all amateur clubs, officers of the army and navy, and any other amateurs approved of by the committee. Prize, four handsome sliver cups.

proceed of by the committee. Prize, four handsom-sliver cups.

Fishermen's Flat Race—To be rowed by bons flee fishermen. First prize, \$12; second prize, \$6. Professional Single Scall Race, for the Champion ship of the World—First prize, \$500; second prize \$150; third prize, \$190.

SECOND DAY.

SONGS OF THE CYCLE A.wheeling.

I'vom the London Shetch. Have you never felt the fever of the twirling, whirt of the guiding and resisting of the shining cranks of

Never felt your senses ree! In the glamer and the gladness of the misty morning In the glamer and the gladness of the misty morning aky.

As the white road rusties toward you, as the dew-bathed banks ally by.

And the larks are souring high?

Never known the boundless buoyance of the billowy, brevsy hills.

Of the pine scents all around you, and the running, rippling rills.

Chasing memory of life's lils:

Dashing, flashing through the sunshine by the windy world and plain.

The distant blue heights luring, onward, upward, to the strain.

Of the wairling wheels' refrain ?

First from prison. Ithe a prisoner, sped the turning, spurning wheel, Changed the city's stir and struggling, jarand vexing, none can heal.

For the peace the fields reveal,
And with spirit acparate, straining above the town's low reach.

Found a tender satisfaction, which the steadfast summits teach?

In their allence—fullest speech.

Never known the wistful, wand'ring back, in pleasur shis pain?

Met the kine from milking sauntering to pasture sweet again. Stragg ing up the wide marged lane? You have never felt the gladness, nor the glory of the

dream
That exacts as tired eyes linger still on sunset, mead
and stream?
Haste, then: Taste that bliss supreme. The Old Bike. From the Cleveland Leader. I love it. I love it, and who shall dare. To chide me for loving that old like there? I've treasured it 'ong as a sainted prize. And its battered old frame brings the tears to my

And its battered old frame brings the sears to my dynew.

The bound with a thousand bands to my beart, though the sprocket's bent and the links are apart. Would you know the spell? My grandma sat there, Upon that old saddle, and old self-rough the air. In childhood's hour I linyered seathrough the air. In childhood's hour I linyered seathrough the line. For grandma's shricks through the house would ring if I even happened to touch the thing, she told me to wait until she died. In the loud take it and learn to ride. And once I caused her to trar her har, When I cut the tire of that old wheel there. The old, 'ts wrecked, but I gaze on it now 'Twen I cut the tire of that old wheel there. The old, 'ts wrecked, but I gaze on it now 'With quivering breath and with throbbing breath.' Twas there she sat—ah, how she could ride, with grandpa humping along at her side!

Say it is folly, call it a joke, little sersum and cannot bear for I love it, I love it, and cannot bear.

To part with my grandma's old bike there!

No Wheel for Him. From the Buffalo Courier. Give me a pair of sturdy legs
And fair outfit of feet,
And I'll forego the bicycle,
However light and fleet. For where's the wheelman knows the wood, Or views the cloud flecked sky? Or leaps the fence to meet a lass A-comin' through the rye? To every glimpse of loveliness.
His set, grim eyes are blind:
He only sees the skimming road,
And counts the miles behind. And should be meet a maid awheel, He can't think are or no Ere he or she have whisked apars A dozen leagues or so

Then give me my convenient legs, That go wher'er I hid. Heaven keep them always tireless As when I was a kid! Taken from Life. Prom the Cleveland Plain Dealer.
There was a man who bought a wheel,
He bought it for his wire,
And through the streets this man would reel
A riskin of his life, and to ride,
He saile he footide bounds.
He saile pet onward by her side—
She weighed two hundred pounds,
Of course he couldn't keep the pace,
And soon he travelled hence.
His love a tandem now doth grace—
Her second hub has sense! From the Cleveland Plain Dealer

The Masculine Wish. From the New Orleans Times-Demos O for some other land than this, in any sort of zone, Where females still are females, where new women are unknown! Where the eternal fitness of all things there's naught to jar!
Where women wear no clothes of men, their forms
divine to mar!
Where clinging robes are still the style, as in the long Till bicycles brought pantaloons and plunged us into May some new Moses lead us soon to that thrice-blessed shore. Where the bloomers cease from blooming and the pastles pant no more!

The Grandmother of '76 and '96. From the Hartford Courant.

In the good old times, said an ancient man,
Our grandmothers used a wheel;
And they eroomed a luday soft and low,
An their tingers piled the rest.
They carded the wood, and apon the yarn.
From the sheep around their door.
It was honespon cloth that our grandmothers used
In the good old days of yore. In these modern times, sighed the ancient man, "Tis a different cloth they wear: "Tis ore'n mand satin, and novelty goods, Imported from everywhere. Alas for the good old times long fied, And fare well to the spinning wheel! Tied up with a ribbon, or decked with flags, It is sizent along with the reel. The adifferent kind of a wheel, he said.
That these modern grandmothers use;
Columbias, Waverley, Diamonds, Stearns,
Whichever make they may choose.
This adifferent way that they use the wheel,
Alas that it has should be!
These modern grandmothers ride on a wheel,
As they flock to the bicycle tea. With shortened skirts, and a jaunty hat,
And their leagings laced up high.
There is never a day but you will see There is never a day but you will see.
These grandmothers riding by.
Grandmothers' Yes, and grandfathers, tool
And with them their drughters and sons,
All pumping along through the dust and he
On their way to the bedole runs.

Oh, anade of George Wash inston; what would you say?
It would make all your a uses ree!
To look from the Capitol window to-day
And see Martha rise by on , wheel,
They may take to me for a year and a day
Of modern sidyele tricks.
But give me the old-fashioned grandmother dear
And the wheel of seventy-siz. J. H. New Version of an Old Song. From the Irish Cyclist.

Show me a sight
Bates for delight
A bleyele bright (wid a young irish girl on it;

Oh, no! Nothin' you'll show Alquals her sittin' and facin' a twiri on it. Look at her there.

Night in her hair.

The blue eye of day from her eye laughin eus on ma
Frix an'n fut.

Perfect of cut. Perfect of cut. Peepin' to put an end to all doubt in us. That there's a sight

A bicycle bright wid a young frish girl on its On, no! Nothing you'll show Alquais her sittin' and takin' a twiri on is.

Sent how the steel
Brichiens to feel
The touch of then beautiful weaky soft hands of heri
Down goes her heel,
Bound runs the wheel,
Purrin' wid pleasure to take the commands of her. Talk of Three Fates

Spinnin' an' shearin away tili they've done for me.
You may want three
For your massacree—
But one fate for me, boys, and only the one for me. An' lan't that fate Pictured complate, A bloycle bright wid a young Irish girl on the Oh. no! Nothin' you'll show Alquais her sittin' and takin' a twirl on it.

> she Watts for Me. Pho Walts for Me.
>
> Prom the Cleveland Plain Lealer.
>
> When worn and tired with toll and cars.
> I homeward whiel my way.
> A thought dispels my dark despair
> And lights the homeward way;
> A vision fair far up the strees
> With straining eyes I see—
> I hurry then my love to meet—
> I know she waits for me.

She waits for me, my love, my own, She greets nie with a smile, I hear again her tender tone. It shortens every mile. It shortens every mile.
She walts for me, because, you see,
I,lke lightning she can go—
At every turn she walts for me—
I ride so awful slow! No Vacation This Year, Prom the Boalon Courier.

Oh, for a day at the occ.n's shore,
Or a day at the mountains nigh,
Away from the heat of the city strees
In the flerce month of July!

So the mattlen said: but—alackaday For the many things we like! It takes every cent that she earns to pay The installments on her bike. From the Detroit Pres Press

Tis not the costume that he wears
Heirays the wheeiman be d;
Tis not his haggard look that bears
The proof he's of that mould;
Tis not his cap, 'tis not his shoe,
'Tis not his curving spine;
Yet something tells us that h's true
He's in the cycling line. Tis not the awkward way he walks,
'Tis not the way he stands;
'Tis not the way he lau the or talks
That marks him in all lends.
And yet we knew that he aims to be
A "scorcher" and a "crack"—
We're sure of it, because we see
The mud-streak down his back.

Outwitted. From the Cleveland Plats Dealer. I thought her mine—my rival watched Usride away, toon he Went straight and bought a tandem, and Of course that settled me! NEWS OF THE WHEELMEN.

THE ERRATIC RIDING BY PROFES-SIONALS CAUSES COMMENT.

Cabanne and Titas Want Their Suspension Lifted-They Demand the Same Consideration Murphy Received-Cash Candidates Likely to Find Purses Scarce,

The performances of the leading racing men on the track this season are exciting considerable comment. Last year several riders divided the honors rather equally at all the big meets, but this year the situation is reversed, and a winner of a big race on one day will fall to score another victory for several weeks. This condition of affairs is particularly noticeable among the professional riders. E. C. Bald, who at this time last year was scoring a succession of vic-tories, is riding in very indifferent form. Other riders, who were prominent in class B last year and who now ride as professionals, are performing in very erratic fashion. The trouble with the professionals this year is

attributed to lack of proper and consistent training. The big professional riders racing in the East have not been doing any noteworthy work this year, and unless a change is shortly effected, the national circuit men in the West will administer some crushing defeats when all the riders come together. At the present time it is difficult to say who is the fastest rider on the American path, but within the course of a few weeks it seems likely that some big surprises will take place. Great surprise is felt by bloycle riders over

the action of the Racing Board in its treatment the action of the Racing Board in its treatment of the suspension placed upon L. D. Cabanne of St. Louis and Fred Titus of this city last fall. These two riders, with Charles M. Murphy, were accused of "hing" a race at a Western meet, and the Racing Board suspended all three riders from the track for life. The sentence, it was declared, was imposed only after a most scarching investigation, which it was said left no loophole for any of the accused riders to secure a vindication. The charges were refuted by all three men and the suspension declared unjust. Charley Murphy, a member of the Kings County Wheelmen, at once took steps to night the case. He forced the Racing Board to reopen his case, brought the matter to the National Assembly, and was reinstated. This step upon the part of the Board was an acknowledgment that Murphy's suspension was uncalled for, in the face brought the matter to the National Assembly, and was reinstated. This step upon the part of the Board was an acknowledgment that Murphy's suspension was uncalled for, in the face of its previous protestations that he was guilty. Neither Titus nor Cabanne appealed, and the Board took no action in their cases. The National Assembly, however, in view of Murphy's reipstatement, recommended at its annual meeting that the Racing Board reduce its suspension for life on Titus and Cabanne to a term of one year. This recommendation was made last February, and up to the present time no action has been taken by the Board. Both men have been unable to take part in races this year, yof they have received no satisfaction from the racing officials in relation to their case, and racing men assert that the pair are being treated unjustly. Cabanne has made several efforts to have the league reopen his case, and now avows his determination to attend the national meeting in Louisville next month and personally advocate his cisim to consideration. A prominent official of the L. A. W., in discussing the question yesterday, said: "It does not seem that the officers of the Racing Board are treating either Cabanne or Titus justly. Last fall they were so positive that Murphy was guilty of the charges made against him that they gave him the same punishment that Cabanne and Titus received. Strong influence and the disposition to fight the case compelled the Racing hoard to accept new evidence about Murphy, with the result that he was exonerated. Now, why not accord Titus and Murphy the same consideration. There is strong reason to helleve that both can submit testimony that will clear them. Murphy is now competing abroad, scot free, while these other two riders are resting under a cloud and are prohibited from racing. In all fairness immediate steps should be taken to either act upon the recommendation of the National Assembly or else reopen the case."

The wholesale transfers of amateur riders to the professional ranks every week show tha

The wholesale transfers of amateur riders The wholesale transfers of amateur riders to the professional ranks every week show that racing men have little regard for the rules of the league. The professional class is increasing so fast that some anxiety is felt among racing men as to how riders will manage to earn a livelihood. There are several hundred riders now in the professional class, and ruce-mest promoters only furnish two or three cash prize events at each meeting. The clubs who hold race meets are contributing as generously as they can, but the popularity of amateur contests requires that this class should receive a preference in the arrangement of racing programmes.

that this class should receive a preference in the arrangement of racing programmes.

The bicycle academies, in spite of the warm weather, are crowded with pupils every day, the majority of whom are women. Persons seeking instruction are eager to master the art before leaving town for the summer, because "every body rides in the country." An instructor in one of the up-town academies said the other day that women are really very and pupils, and learn to ride much easier than men, in spite of the fact that they are hampered by long skirta and the feeling that they look like frights. The one point which seems to puzzle them most is learning to mount with grace and ease. The instructor says: "It is very simple to mount properly, but women rarely do so. They should stand on the left side of the wheel, with the pedal on that side lower than that on the other. The nearest handle bar ahould be selzed with the left hand, and the right hand should be used to adjust the skirt before grasping the right handle-bar. The right and should be used to adjust the same time placing the left foot on its pedal. A forward movement on the right pedal and then spring into the saddle, at the same time placing the left foot touch the ground first, and when that much has been accomplished the other foot can be removed from the pedal. At times women alight by placing both feet on the ground at once with a slight jump, but only experienced riders should try that."

One of the most interesting features of the national meet of the league, to be held in Louis.

should try that."

One of the most interesting features of the national meet of the league, to be held in Louisville next month, will be the champlenship races, in which the amateur and professional riders will compete. Every season it has been alleged that some of of the riders in the amateur class are equally as fast as the professional stars, and this year the flucing Board has seen fit to make special rules under which both classes may compete at the championship meeting. The prizes, of course, will be the usual L. A. W. medals, but even the avaricious professional will be content to ride for a trophy at this meeting, in preference to cash, to earn the covected title of champion of America.

The latest invention for bicycle riders, which looks as ridiculous as it is uscless, is called a "back and body supporter." This supporter consists of a leather belt which is attached to the waist, and from the belt astrip of leather is extended out to and attached to the head of the whice. The claim is made that this contrivance braces a racing man for the final sprint, helps him in hill climbing, will permit of high gears, steadies the wheel, and serves as a back rest. The supporter, instead of being any help to riders naturally holds them is an uncomfortable position. This season more odds and ends have been manufactured which, if used, would characterize riders as freaks.

characterize riders as freaks.

The interest taken by new riders in racing this year, and the new faces seen in track competition, indicate the possible development of many new stars before the season is over. A well-known wheelman, in commenting upon the revival in racing, says: "Racing within rational bounds is unquestionably good exercise, but indulged in without discretion as not infrequently happens, it is peralcious and dangerous, although not more so than any other form of violent physical effort improperly undertaken. No rider should enter a race without first placing himself for a considerable period of time in the hands of a competent trainer. Whatever a trainer says can generally be followed with safety. To race without training is suicidal. Competition when the individual is toroughly fit, if entered into discreetly, is stimulating and healthrul to both body and mind. It is never well to advise riders to enter road races. Admitting that road racing is agood sport, beside which track events appear narrow and circumscribed, there is great risk in young riders undertaking long, threaten rides."

Many of the managers of track and road races, according to racing men, exercise poor judsment in the relection of olificials. The men chosen to olificials are rarely ever posted on the rules, and at moments of dispute are unable to adjust protests properly. The action of the referre of the beyele meeting held at Morristown on July showed a ismentable lack of racing knowledge in debarring, a rider who wen a trial novice heat from the final in that race because he wan a bors' race after his trial. During the whole of last season inexperienced men filled the leading positions at race meetings, with the result that the Hacing Board of the L. A. W. was constantly appealed to to settle disputes. The trouble is in selecting mee prominent in business and social ways instead of getting well-informed local riders to act.

Another complaint that racers make is that officials at meetings take so little interest in their duties that meetings take so little interest in their duties that meeting take so little interest in their duties that meetings take so little interest in their duties that meetings take so little interest in their duties that meetings take so little interest in their duties that meetings take so little interest in their duties that meetings take so little interest in their duties that meetings the heat acceptable cycling Ciubs of Long Island on July 4, the officials seemed to be everywhere except where they properly belonged, and in several cases protests were lidned against the decisions rendered. In England a motion will be put before the next meeting of the National Cyclists' Union niging the organization to adopt a rule compelling race meet promoters to select men who are now racing or else riders who have taken part in races in the past to act as judges.

Racing mon who express surprise that the

racing ciubs do not provide more "generously in the form of cash purses are advised that the position taken by clubs with professional riders is due solely to the latter's exception demands for money for all trifling services rendered at

meetings. A story is sold that Raymond MoDonald, the proressional rider who recently
returned from France, entered the p. of essional
races at the Bridgeport W-celmen's meeting
on July 4, but just before the day of
the meeting wired to the management that
he was in no condition to race and wished to
withdraw his entry from the competition
events. While feeling unable to ride in the
open races. McDonald, it is said, addressed the
management that he would ride an exhibition
mile at the meet, provided they gave a generous
bonus to him for his trouble. It is incidents
of this character that help to make professional racing unpopular.

Riders who have occasion to travel on the railroads with their wheels allege that the recent legislative agitation against railroads charging for bleycles has resulted in making railroad employees discourteous. On some roads wheels are handled with a catelessness that provokes compolaints, but all remonstrance seems useless. The cycling element feel that the railroad men have been instructed to accord no privileges to them, except what is lessally compulsory. The Transportation Committee of the L. A. W. is cognizant of this condition of affairs, and the committee is in communication with the most influential members of the league, with the object of putting a sort of boycott upon all railroads freating wheelmen discourteously. It is also the intention to throw all the transportation business possible of the members of the L. A. W. to the railroads catering to the traffic of bleycles. The members of the Fennsylvania division have already put this plan into operation.

A short ride that wheeling parties will and interesting, besides giving a good view of the many points of interest this city affords, is as follows:

A short rice that wheeling parties will and interesting, besides giving a good view of the many points of interest this city affords, is as follows:

After starting from either Wall or Cordandi street forries ride to Broadway. Then turn north into Broadway to Washington place, passing Trinity Church, St. Paul's Church, the Astor Bouse, lost Office, City Bail and Park on the way. From Washington place turn to the left, through Washington Park, passing under the Memorial Arch to Fifth avenue, to Ninth street. Turn to the right into Broadway and then to the left to Fourteenth street, passing Grace Church. At Fourteenth street turn into Union square. On the cast side of the square is the Washington statue, on the west the Lincoln monument, and facing Broadway the Lafayette statue. Continue up Fourth avenue to Twenty-third street, passing the Academy of Design and the Young Men's Christian Association building. Turn to the left into Twenty-third street, to Madison Square Park. At the park the Statues of Roscoe Conkline. William H. Seward, Admiral Faragut, and the Worth monument can be seen. Continue up Madison avenue, passing Madison square at Twenty-slith street, to Fifty seventh street, turn to the left into Fifty-seventh street, to tighth avenue. Go up Eighth avenue to Fifty-inith street, crossing the Circle and passing the Columbus monument, to the Boulevard. Then up the Boulevard to Seventy-second street, Turn to the left into Seventy-second street, Turn to the left into Seventy-second street, to the Riverside Drive. Following the drive to Charemont a good view of the Palisades and the Harles avenue to the Central Bridge. Cross the Harles River and turn to the left into Seventy-second street, to though the Fark to the Lenex avenue, and up Lanex avenue to the Central Bridge. Cross the Harles River and turn to the left into Seventy-second street, to though the Park to the Fifty eighth street, to Madison avenue of Cross the Harles River and turn to the left into Servence and up Lenex avenue and the Vanderbilt mans

Bas city, Mass

The amount of money expended as prizes in the professional races on the circuit was \$2,585 distributed as follows: E. C. Rali, \$465; Tom Cooper, \$885; L. A. Calla-han, \$155; Tom Butler, \$190; Jay Eaton, \$140; J. A. Nowhouse, \$105; Nat Butler, \$165; Com Baker \$105; W. J. Heffert, \$185; C. H. Callahan, \$125; O. Mayo, \$105; F. H. Ailen, \$80; Harley Davision, \$145; Peter J. Berlo, \$100; W. C. Sauger, \$60; W. M. Randall, \$35; F. H. Hicks, \$15; Howard Mosher, \$50; C. A. Church, \$10; C. Werlck, \$20; R. P. Mc-\$50; C. A. Church, \$10; C. Werick, \$20; R. P. McCardy, \$15; F. J. Jenny, \$10; H. R. Steenson, \$10 H. K. Smith, \$10.

A Protest,

From the Washington Eccuing Dat.

"I don't see why they didn't regulate things differently," said the positive man who complains about the heat. "These people who fixed up the calendar made a mighty poor job of it, it "You couldn't make any difference in the

"You couldn't make any difference in the weather."
"I couldn't? That shows just how thought-less the world is. There's about one man in two hundred who really has ideas, and the other hundred and ninety-nine generally put in most of their time making fun of him. They let the short months like February and November and April come in cool weather, when we could stand the temperature. Why didn't they put 'em all in a bunch in summer time, so that we could get through with it? Here we are compelled to draw along with the longest months and the longest days and the hottest weather at the same time. No wonder so many people get disgusted with the way things are run."

## NO-TO-BAC MENDS

Lost Life-Force Restored and Shattered Nerve-Power Quickly Repaired.

The Tobacco Vice Undermines Vigor and Vitality-Nervous Prostration, General Debility Mean Tobacco Nerve-Poisoning.

Tobacco-using is a reckless waste of life force money, and manhood. It is a dirty, nasty, men-wrecking disease, and It is a diry, nasty, non-wreating ones, and every tobacco-user's nerves are shattered and broken, his life is going out of him, he's losing his grip, but No-To-Bac, the strongest, quickest nerve tone in the world, braces his brain, nour ishes his nerves, kills nice/the, makes manhood.

ishes his nerves, kills nicetine makes manhood. Summer snicking shortenslife.

If you want to quit tobacco, rain strength, weight, vitality—
If you want to quit tobacco, rain strength, weight, vitality—
If you want all the time to look, feel, and act like a man—
Take No-To-Bac! Get a cure or your money back. Over 400,000 have been cured, and millions use No-To-Bac! to regulate tobacco-using or purely for its wonderful powers as a herve tonic and stimulant.

If your perve and heart action is weak, no matter what the cauve, take No-To-Bac!
Sold and guaranteed by druggists ex-erywhere. Our famous booklet. "Don't Tobacco Spit and Smoke Your Life Away," written guarantee, and free sample mailed for the asking. Address The Sterling Remedy Co., Chicago, Montreal, or New York.

ALL THE GANG HANGED AT ONCE. The Brief Career and Simultaneous Taking

From the St. Louis Globe Penicerat. SMITH, Ark., July 1.—Rufus Bunk louis Davis, Lucky Davis, Maomi July, and Sam Sampson, comprising what is known as the Buck gang, were executed here to-day, President Cleveland refusing to interfere in the carrying out of the sentence of Judge Parker's court. The Buck gang, composed of five mem bers, were convicted of murder and rape Sept. 23, 1895, in Judge Parker's court, and sentenced to hang on Oct. 31. An appeal to the Supreme Court acted as a stay, but the appeal was in vain, the higher court refusing to interfere.

The condemned men spent a good portion of the night in devotional exercises, singing and praying, until about 3 o'clock, when they retired. For several days they had received instruction from Father Pious, pastor of the German Catholic church, and on Tue-day the rite of baptism was administered to them. Tuesday it was decided that the execution should take place at 10 o'clock. Lucky Davis, the little
s negro, wanted to be hanged at 10 o'clock in the
morning. He wanted it over, in order that his
body could be taken away on the south-bound
Frisco, but a vote was taken on the question,
resulting in a majority for the latter hour. It
door of the jail opened for the egrees of
the condemned men. Rufus Buck was the
first to come to the jail door. He was perfectly
calm. The others followed, and were equality
cool. Following closely in the march toward
the gallows were the sisters of Sam Sampson
and Lucky havis. The condemned men accounded
the death warrant was being read. The black
caps were at justed, and at 1:28 the trap was
spirung and five human beings shot into space.
Louis Davis was pronunced dead in three minnites. Kufus Buck and Lucky Davis strangled
to death. The bodies were taken down and
turned over to relatives. Not more than twenty
Little sympathy has been felt for the men executed, owing to the flendishness of the crimes
committed by them. For downright deviltry
and complete abandon they stand at the head of
all the dissolute characters who have been
swung into eternity on the gallows at the Federal jail. Their trial was short, there being abcounsel to offer in their Circumstances for their
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read of the county of the gallows at the Federal jail. Their trial was short, there being abentities of the county of the county
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practically unlimited. The bale is described as con-sisting of a series of four side-plates, two end-plates and several lacing strips; each side plate is bent longitudinall), its form when bent being V-shaped, the four edges have holes for the lacing strips, the side plates are duplicates, and the holes on the plate register with the holes of the other when the plates are superimposed. The end plates are flat, and have short, downwardly extending sides, with holes to match these formed in the top and bottom edges of the side plates; when combined, the side: of the end plates are inserted within the side walls, the top face of the end plates extending above the side walls. One or both of the end members may have a hole through which samples of the cotton can be taken, and on the under side of the plate near the hole is a smaller plate which also has a hole, between these parts being a swinging coul-cover, the right and left movement of which is ar-rested by fixed apots; the plates are secured together by metallic strips interlaced through the openings. In baling contion the covering is placed vertically in a separable box having strong sides, the top end-order to the covering is left open, the cotton is packed in, and the top take is fastened by lacing strips, and the bale is ready for shipment.

It is ascertained that the precise temperature at the bottom of the Red Jacket shaft in the Calumot and Hecla mines, a depth of 4,875 feet, is 78° when the drilling machines are working, and that when the machines are shut down and have re mained shut down for some time the temperature loes not exceed 81". In some places in these mines, however, the thermometer registers 105', and even as high as 108°, this being in the pump rooms of the eighth, sixteenth, twenty-fourth, and thirtythird levels of certain shafts. Such excessive heat third levels of certain sharts. Such excessive heat is caused not by the internal heat of the earth, but by the great four inch steam pipe which carries the steam from the belier house on the surface to the various pun a underground, even to the last one on the line, 3,500 feet below the surface.

The largest single plant in the world for carrying u the pulp and paper business is said to be that located at Cerinth, N. Y., where some 35,000 cords of Canada short word and 12,000 cords of logs are used annually, while the wood carrier or treatle is 1,005 feet in length and its capacity 80,000 cords of four-feet wood. The heads as pacity 80,000 cords of four-feet wood. of four-feet wood. The branch and yard railroad consists of four miles of tracks, and about seventy car loads of logs and wood are received daily. The amount of printing paper manufactured is some amount of printing paper manufactured is some 100 tons a day, this vast amount being sent not only to the various great cities of the linion, but about 180 tons a month are shipped to England and Australia. The manufacture of wood pulp per day with the new wheels furnishing!...000 house nower, is estimated to reach a capacity of 120 tons of paper. Forty tons of suiphite are produced daily.

The Bureau of Statistics in Berlin records the fact that of the steam engines now working in the world four-fifths have been constructed during the last twenty five years. France hus 75,590 stationary and locomotive bollers, 1,850 boat bollers, and 7,000 locomotives; Germany, 59,000; and bellers, 1,700 ship boilers, and 10,000 locomotives; Austria, 12,000 bollers and 2,800 locomotives. The tris. 12,000 bollers and 2,000 locomotives. The working steam engines of the United States represent 7,000,000 horse power; of England, 7,000,000 horse power; Prance, 3,000,000 horse power. Prance, 3,000,000 horse power. Austra, 1,500,000 horse power. The whole number of locomotives in the world is estimated at 105,000, representing a total of 3,000,000 horse power; and the world's steam engines aggregate more than N0,000,000 horse power.

Natural beach building is the term applied to the method of coast protection by means of invisible jettles, a system originated by Gertrude S. Baillie of Philadelphia. By this method jettles are built of metallic or brush mattresses of such dimensions as are needed in each individual case; they sions as are needed in each individual case; they are soven together with wire or rope, loaded with some, and anchored. The materials employed and the placing of the jettice vary seconding to the requirements of the location; according to this pianusel jetty is run out to sea a distance of so many feet, and every wave, of course, deposits its quot of sand upon the jetty, the result being that day by day the beach is gradually built up, and with increasing solidity and permanency. AROOSTOOK'S NEW WOMAN

SHE RUNS HER OWN SAUMILE AND SHINGLE FACTORY.

All Who Work for Her Must Give Up Pine and Gree, and She Isn't Afraid o Any Man Alive-A Reputation for Hononly that Extends to Neighboring States Womanly to Her Tantes and Manner

From the Leastston, Me., Journal, She doesn't run her sawmill at arm's length or in a dilettante fashion. No. Miss Clara M. Stimson of Houlton not only has had the practical experience in making boards and planks and shingles, but she applies it, and there are few mills in Maine where the employees are scrutinized more carefully by the proprietor than at the busy, screaming mill at Masardis Aroostook county, Me, Miss Stimson is a ought to do what she can do well, and make money by doing. She is a sawmill owner

from choice.
"Now, I couldn't make a living at dress making," said she, as we sat in her cosey Houlton library the other day. "I know that the hats I would trim wouldn't have any sale, and as an artist I would have a struggle for bread and butter. But when we come to shingles and handling a crew of men, I claim, without egotism I trust, that I know my business If I didn't, I should have left the trade.

Shingle making comes to Miss Stimson as a natural heritage. Her father was a lumber manufacturer. When he died some years ago, his daughter took up the business where he left off, and since then has handled that line along with other speculative operations with such energy and rare good judgment that she now is reckoned with the solid manfacturers of Aroustook. Her lumber and shingles have sarned a repu-

tation in the markets now, but the plucky little woman found many discouragements at first. When she went away to Worcester, Mass., a few years ago, dealers, she says, seemed afraid of her. They couldn't understand the situation. The idea of a woman operating a shingle-making establishment evidently inspired them with as much approhen-sion as though she had come with a proposal to cut their bair and trim their whiskers, But she and samples and she knew how to talk plainly, directly, and eminently businesslike, She said: "No, you don't know me and I don's know you, either. But you're buying shingles and I'm selling them. I back my shingles. I live in Houlton, Me., but I haven't any references. I won't ask any one for references and don't think they amount to much. But my shingles are just what I say they are, and I warrant them to be so on the word of a woman with a desire to develop a business and make an honest dollar. Do you want to purchase?"

The dealer to whom she talked looked at the alert woman from Houlton, Me., and said that he believed he did. He bought, and has been a patron ever since. Her market now comes to her. Occasionally sne makes a trip to the blg cities when prices do not suit her. and she never fails to stir the dealers up to an appreciation of the quality of her goods. Only once has she ever been called upon to

make a discount on a shipment of shirgles. A firm wrote to say that a car load wasn't up to the standard expected of the Stimson shingles. Now, the joke is that Miss Stimson bought that car load of an Arcoatook man bought that car load of an Aroostook man who assured her that they were of a certain quality and equal to her goods. She obliged him, of course, to make good the discount suphad allowed to the purchasers. Last winter Miss Stimson went up over the new Ashibad Reilroad on the first excursion train. She had heard of a mill privilege near Massardis, and, after looking it over curing a stroll on the ice, she promptly purchased it. There are three islands at this point, and Miss Stimson the ice, she promptly purchased it. There are three islands at this point, and Miss Stimson has secured deeds of these, and has leased shore privileges back toward Massardis for three-quarters of a mile. Large plors have been built out, and, with the aid of the islands, the most valuable "holding place" on the Aroostock River has been developed. As the chief difficulty along the Aroostock has been the scarcity of holding places. Miss Stimson's shrewd and far-sighted purchase has already excited the envy of other manufacturers. The privilege is located below the junction of the St. Croix and Aroostook rivers, and the timber lands on both streams are scessible. Parties offered Miss Stimson a free privilege on the former river, but she preferred to pay for a really desirable location. Her new mill will start up next week. Ever since last wister she has had a crew at work erecting buildings and constructing piers. On all this worg she has kept careful oversight. All the machinery and supplies have also been purchased by her, after careful selection.

For instance, the agent selling saws informed her that he could make no discount who assured her that they were of a certain An improved kind of metallic covering for cotton bales is credited to the ingenuity of Mark A. Heath of Providence, R. L. the peculiarity consisting in the absence of any necessity of its being flattened out for reshipment, its derability being therefore honor not to reveal names, she exhibited to him a letter in which prices were gusted by another firm below those he had asked for the

another firm below those he had asked for the same goods.

"They ought to be reported," said the agent with indignation, after studying the prices, with indignation, after studying the prices, "However, as I've given my word to you. I cannot say anything about it. But I'll tell you what; I won't be undersold, and I'll let you what; I won't be undersold, and I'll let you have those saws just as cheap as the other fellows."

The various agents who have flocked in on her to sell mill supplies have in many instances.

cannot say anything about it. But fill tell you what; I won't be undersold, and I'll let you have these saws just as cheap as the other fellows."

The various agents who have flocked in on her to sell mill supplies lave in new instances attempted to take advantage of what they supposed was womanly inexperience. Any man, woman, or child on the town of Houlton could have told them that never yet was Miss Chira Stimson known to have been worsted in a trade. One man sold a mill belt and went up from Houlton by her directions to make measurements. Miss Stimson insisted that before he filled the order he should send her su exact copy. To her amazement, when the copy arrived, she found that the salesman had nut only put in her order for the belt, but had got a list of all supplies needed at the mill by interviewing the Masardis overseer, and had out them down with the evident intention of sending the whole order along with the belt. Measurement their salesman away back to Houlton from Bancor to see her again.

Stimson I a mediatly wired his house to ship no goods at all until they heard from her. The firm sent their salesman away back to Houlton from Bancor to see her again.

Derity this are informed him with some associated the same that belt, and that and no goods yet except that belt, and that and no goods yet except that belt, and that and no goods yet except that belt, and that and no goods yet except that belt, and that and no goods yet except that we have the mean time could be employed in something to make a sale be common which we had not been maked to discount from the prices he had made to be seen as properly wrathful when some she here we had a carrier with the country but she pays well, is punctiliously how made to the made to the mild the made to the mild the made to t

DR. HALLETT

The great blood and nerve specialist, cures all secret and private discases of men in few days. Fife East 1 min at., near id av., New York; no otherne unless cured; hours 9 to 9. Write or call. Sect advice 1969.